APPLE® IIc & IIe **COSMI**

SUPER HUEY UH-IX

HELICOPTER FLIGHT SIMULATOR

SOLO FLIGHT – Computer controlled flight training teaches you the techniques of flying and familiarization with instruments.

RESCUE – Your assignment is to locate and attempt pick up of stranded military personnel.

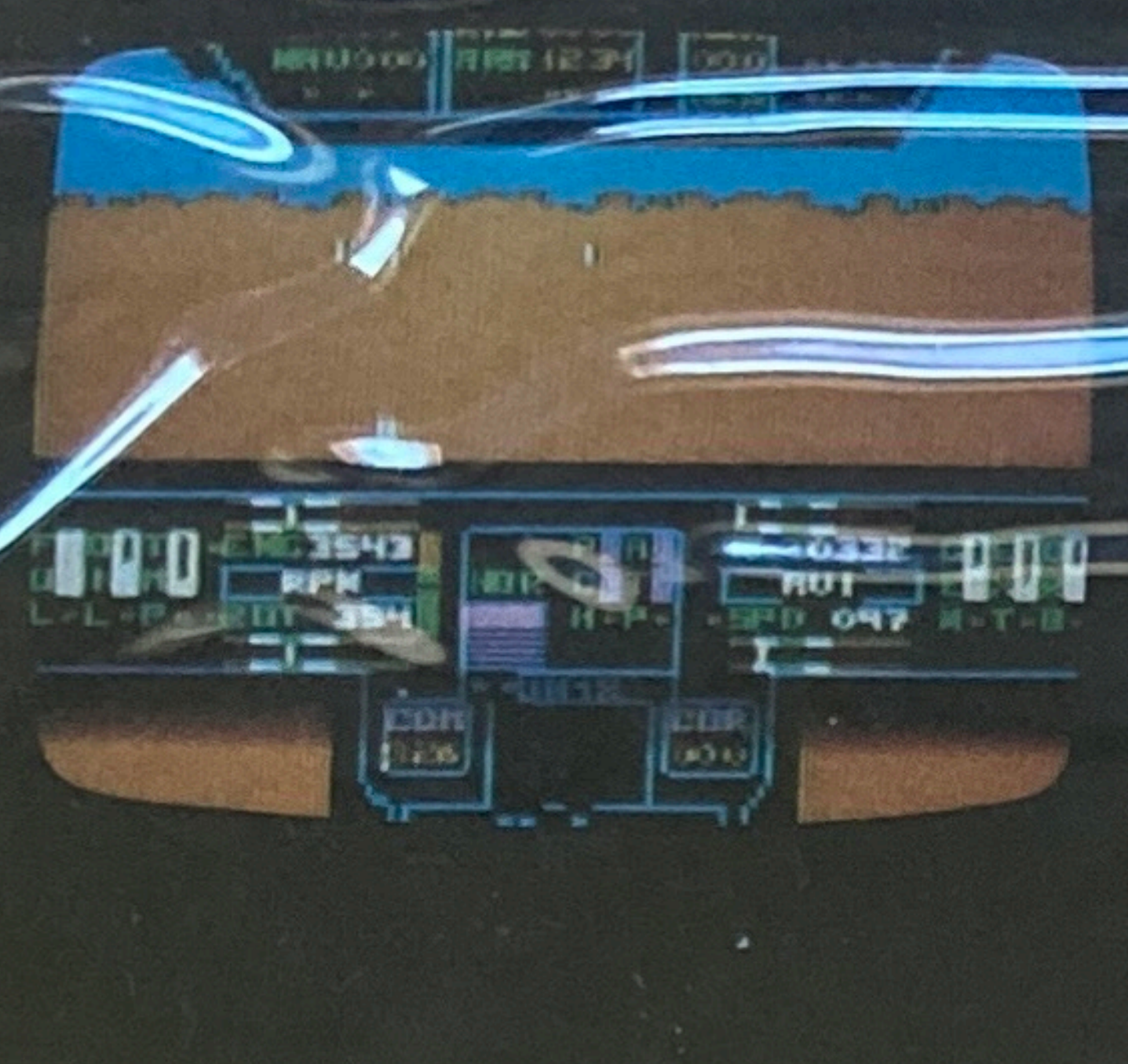
EXPLORE – Fly a survey mission over previously unexplored territory and map the terrain.

COMBAT – Use your rockets and machine guns to defend a secret desert installation from unknown hostile forces.

Contains one program diskette **ADII-055** with instruction manual and flight control card.

SUPER **HUEY** **for APPLE® IIc & IIe**

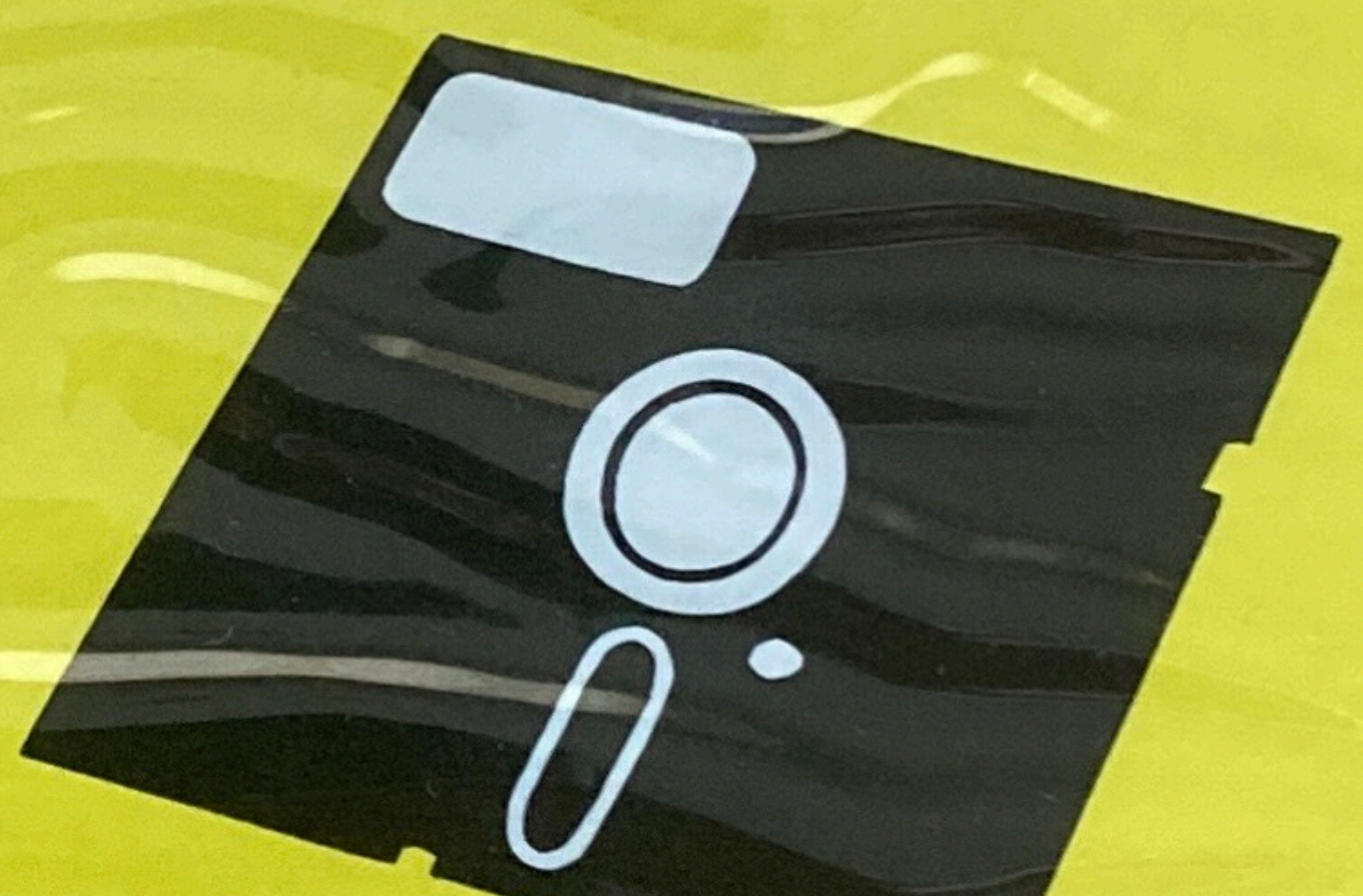
HELICOPTER FLIGHT SIMULATOR



Super Huey is a new, experimental high-performance helicopter utilizing the latest in electronic control systems and stabilization, and YOU are going to learn how to fly it! Space age controls and instruments, along with an in flight computer, teach you the intricacies of rotary wing aviation. Test your skill in the sky with challenges of solo flight, exploration, rescue and combat. Study the instructions carefully . . . you're going to be tested!

For use with: Apple® IIc & IIe Personal Computer System.

This package contains:
One (1) program diskette
One (1) instruction manual



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UH-1X
HELICOPTER FLIGHT SIMULATOR
Solo Flight • Combat • Explore • Rescue
COSMI
WHERE THE ACTION IS!

This Limited Edition Super Huey Poster Is Now Available
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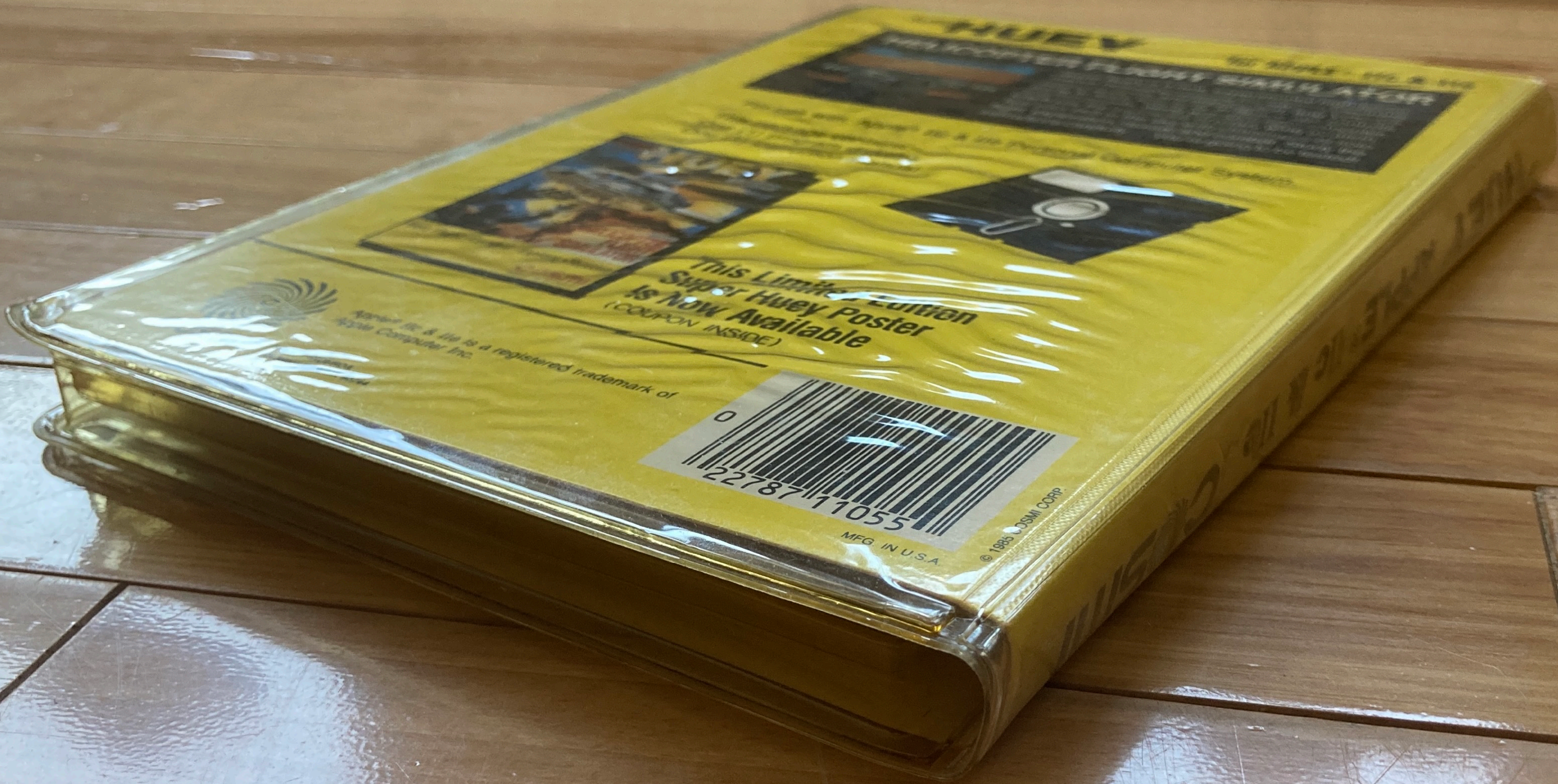
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HUEY APPLE IIc & IIe
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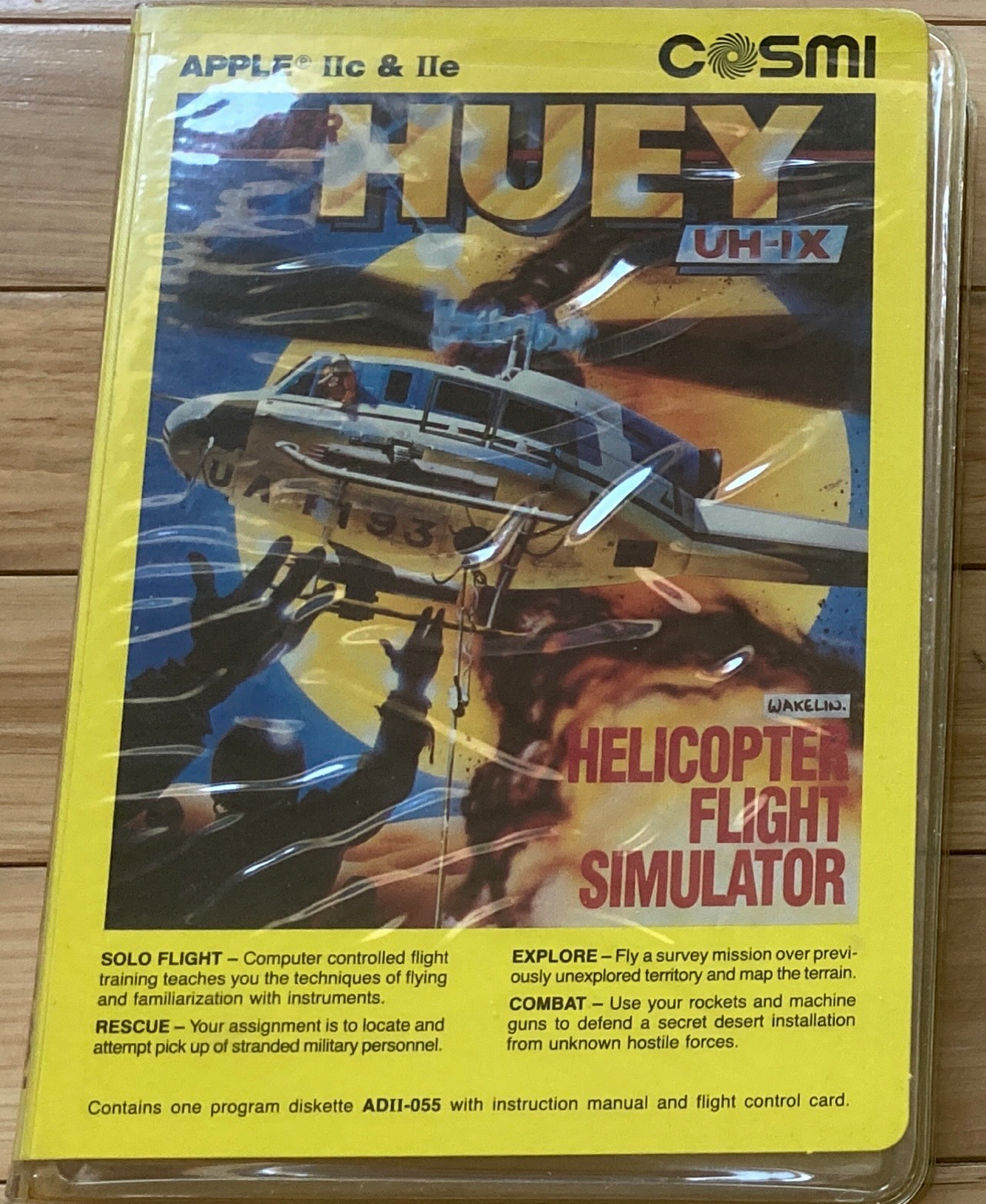

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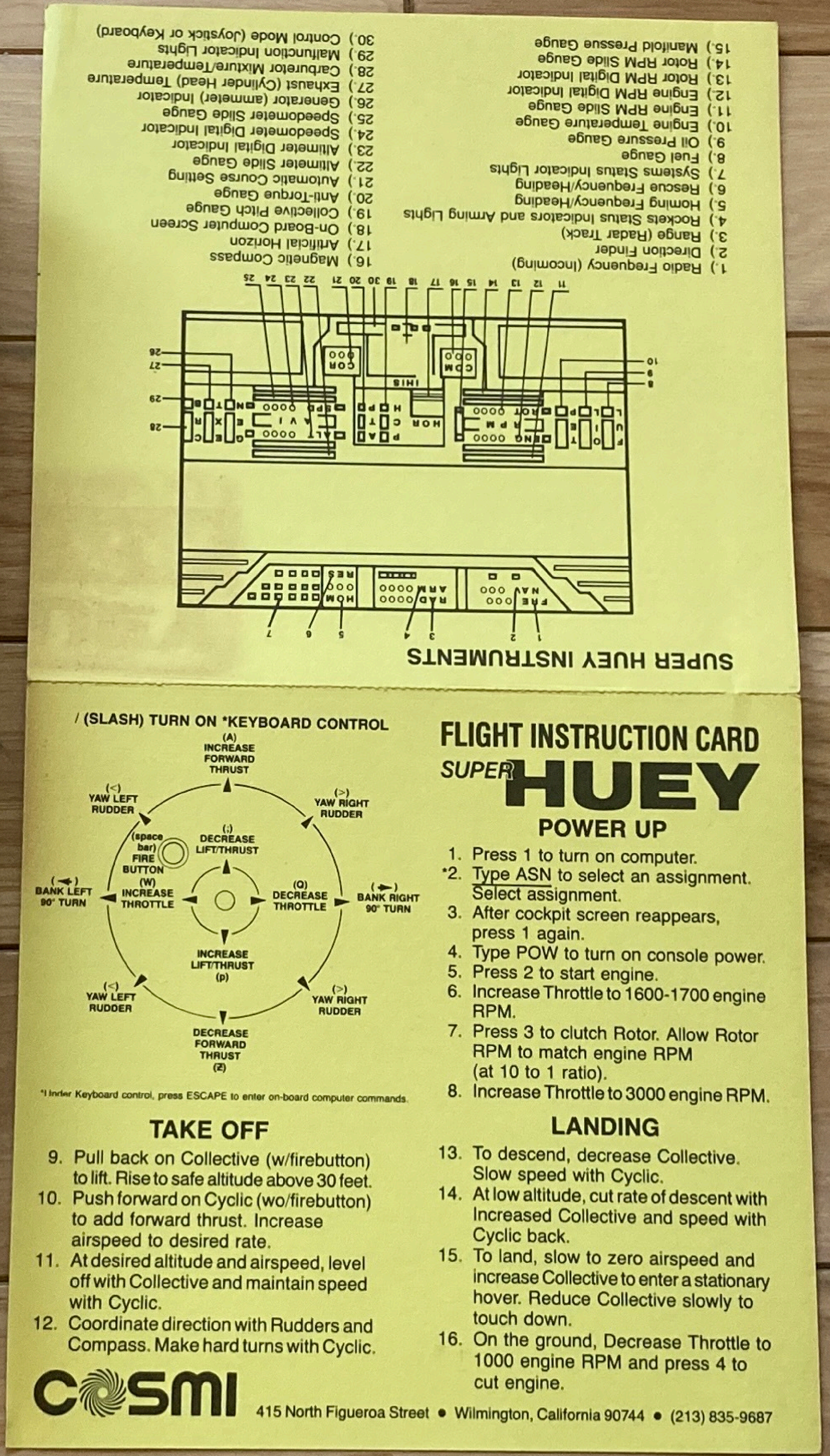
/ (SLASH) TURN ON *KEYBOARD CONTROL
(A) INCREASE FORWARD THRUST
(<) YAW LEFT RUDDER
(>) YAW RIGHT RUDDER
(space bar) FIRE BUTTON
(;) DECREASE LIFT/THRUST
(←) BANK LEFT 90° TURN
(W) INCREASE THROTTLE
(Q) DECREASE THROTTLE
(→) BANK RIGHT 90° TURN
INCREASE LIFT/THRUST (p)
(<) YAW LEFT RUDDER
(>) YAW RIGHT RUDDER
DECREASE FORWARD THRUST (Z)

*Under Keyboard control, press ESCAPE to enter on-board computer commands.

FLIGHT INSTRUCTION CARD

SUPER HUEY

POWER UP

1. Press 1 to turn on computer.
*2. Type ASN to select an assignment. Select assignment.
3. After cockpit screen reappears, press 1 again.
4. Type POW to turn on console power.
5. Press 2 to start engine.
6. Increase Throttle to 1600-1700 engine RPM.
7. Press 3 to clutch Rotor. Allow Rotor RPM to match engine RPM (at 10 to 1 ratio).
8. Increase Throttle to 3000 engine RPM.

TAKE OFF

9. Pull back on Collective (w/firebutton) to lift. Rise to safe altitude above 30 feet.
10. Push forward on Cyclic (wo/firebutton) to add forward thrust. Increase airspeed to desired rate.
11. At desired altitude and airspeed, level off with Collective and maintain speed with Cyclic.
12. Coordinate direction with Rudders and Compass. Make hard turns with Cyclic.

LANDING

13. To descend, decrease Collective. Slow speed with Cyclic.
14. At low altitude, cut rate of descent with Increased Collective and speed with Cyclic back.
15. To land, slow to zero airspeed and increase Collective to enter a stationary hover. Reduce Collective slowly to touch down.
16. On the ground, Decrease Throttle to 1000 engine RPM and press 4 to cut engine.

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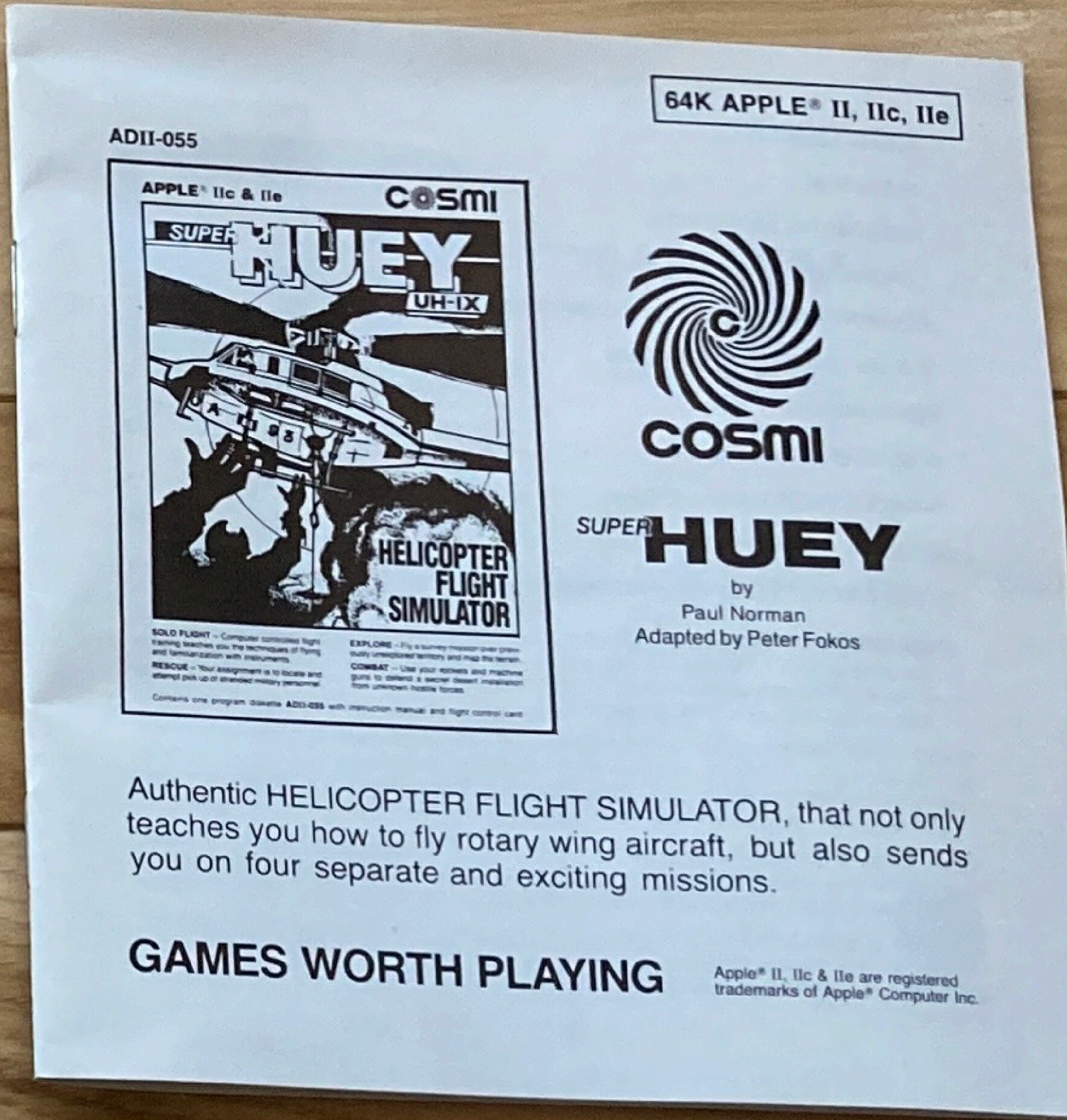
SUPER HUEY INSTRUMENTS

1.) Radio Frequency (Incoming)
2.) Direction Finder
3.) Range (Radar Track)
4.) Rockets Status Indicators and Arming Lights
5.) Homing Frequency/Heading
6.) Rescue Frequency/Heading
7.) Systems Status Indicator Lights
8.) Fuel Gauge
9.) Oil Pressure Gauge
10.) Engine Temperature Gauge
11.) Engine RPM Slide Gauge
12.) Engine RPM Digital Indicator
13.) Rotor RPM Digital Indicator
14.) Rotor RPM Slide Gauge
15.) Manifold Pressue Gauge
16.) Magnetic Compass
17.) Artificial Horizon
18.) On-Board Computer Screen
19.) Collective Pitch Gauge
20.) Anti-Torque Gauge
21.) Automatic Course Setting
22.) Altimeter Slide Gauge
23.) Altimeter Digital Indicator
24.) Speedometer Digital Indicator
25.) Speedometer Slide Gauge
26.) Generator (ammeter) Indicator
27.) Exhaust (Cylinder Head) Temperature
28.) Carburetor Mixture/Temperature
29.) Malfunction Indicator Lights
30.) Control Mode (Joystick or Keyboard)



ADII-055

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SUPER HUEY
by
Paul Norman
Adapted by Peter Fokos

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HELICOPTER FLIGHT SIMULATOR

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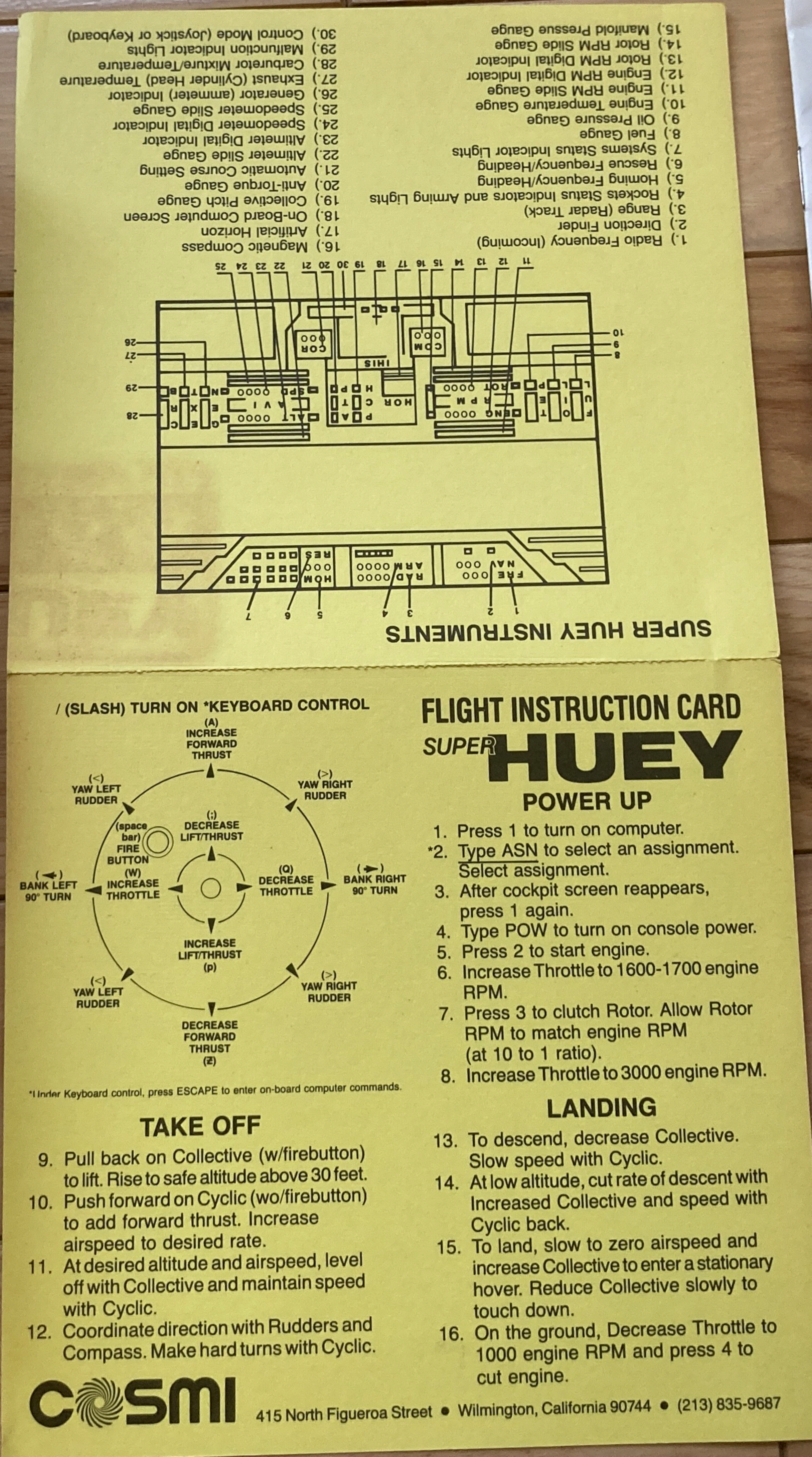
ADII-055 with instruction manual and flight control card.



SUPER HUEY INSTRUMENTS

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FUEL
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SUPER HUEY

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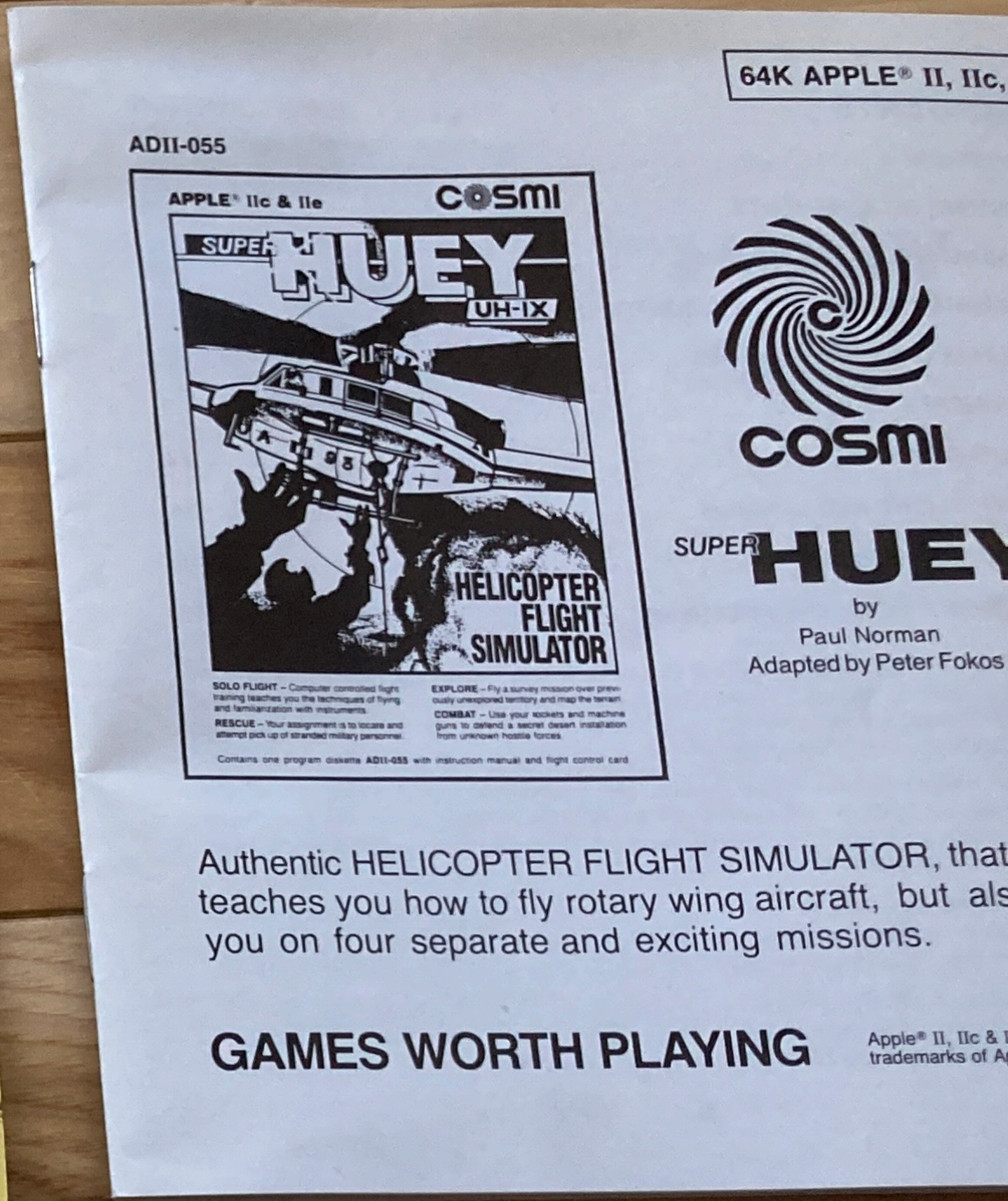

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COSMI
SUPER HUEY
UH-IX
HELICOPTER FLIGHT SIMULATOR

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SUPER HUEY

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COMPUTER PROGRAM DISKETTE

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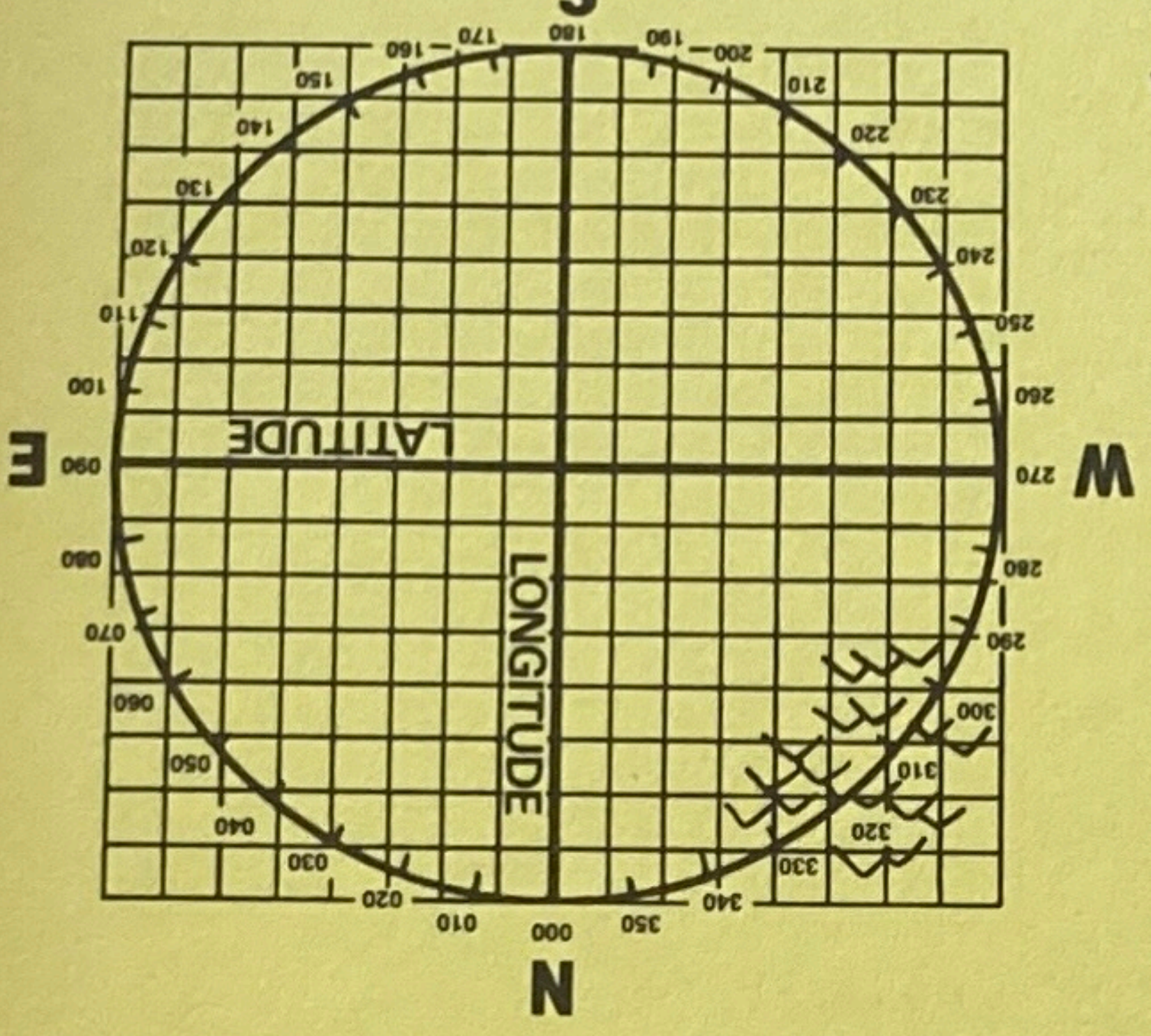
th instruction manual and flight control card.

SUPER **HUEY**

EXPLORE



Mapping terrain requires plotting the relative position of any area to some fixed point. For example, select your Base as the center point. If you follow a steady course from the Base, use the DST command to find the distance you have gone on that line. If you do not follow a straight course, use the VOR command to find your return heading to base. The reciprocal of that number is your direction from Base. The scale of the grid above is 2 miles per square side. The hilly area shown is in the Northwest quadrant, 132 miles from Base on a heading of 316. Maps of any size and scale may be made with distances based on time/airspeed calculations.

After exploring the entire terrain, send a copy of your plotted map to COSMI along with the COSMI logo from the back cover of your instruction booklet and a self addressed stamped envelope, and we will send you the exact map from SUPER HUEY EXPLORE.

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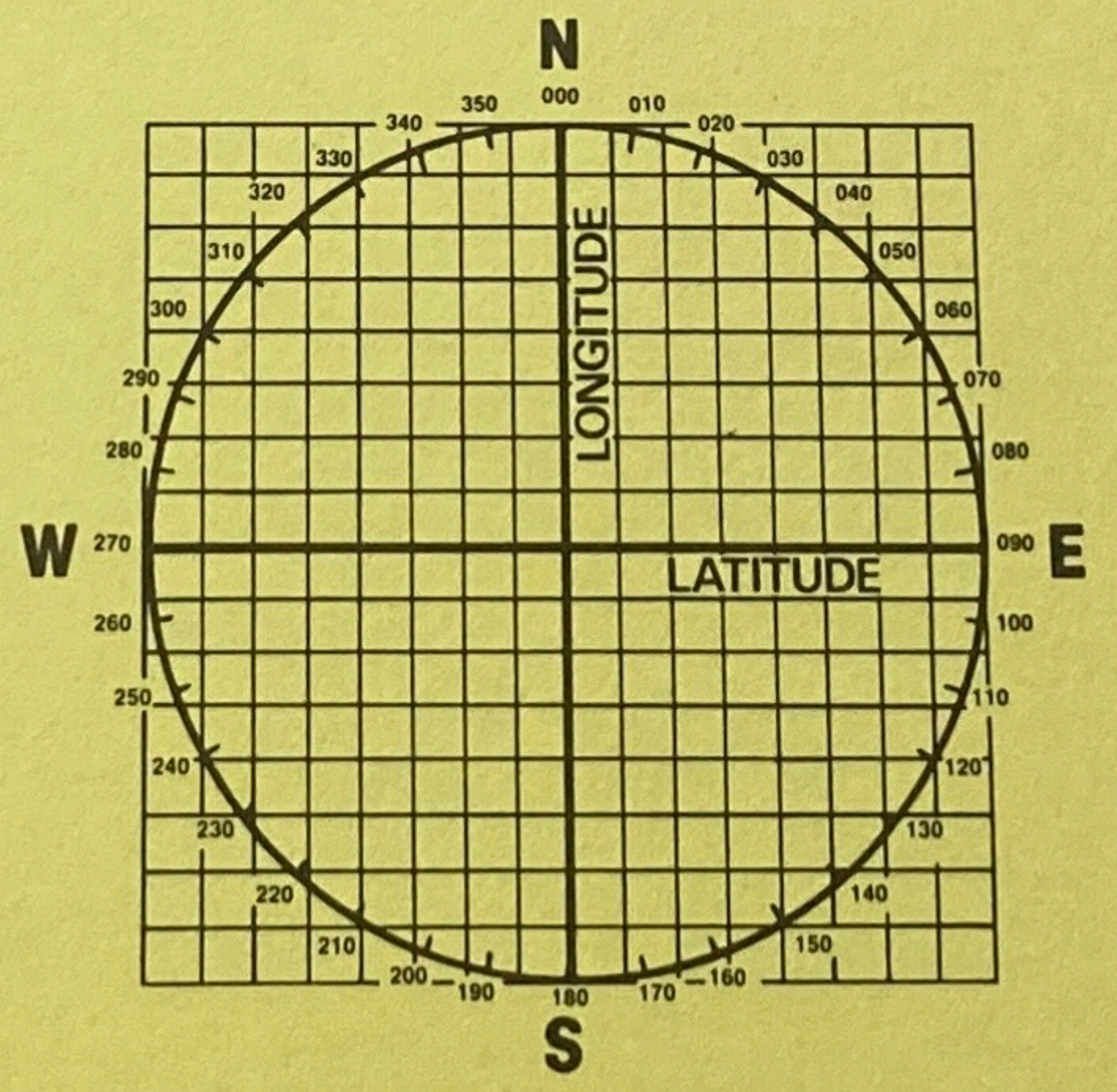
SUPER **HUEY**

RESCUE



1. Find the heading computed from the homing signal on the HOM/RES panel. (ie 340).
2. Bring your compass heading (COM) to the same direction. (ie 340).
3. As the RES readout changes, continue to match your course (COM) to it. These headings will lead you to the stranded survivors. If the RES indicator "flips" between "000 and 180" or "180 and 000" you have crossed over the target position.
4. If you are unable to follow the course directly, and the RES number "flips" between a northern and southern heading (ie. 340 to 200) the target latitide has been crossed. At this point, the heading is either due east or due west depending upon the direction of the flip." (ie. from 280/350 to 190/260 target due west or from 010/080 to 100/170 target due east.)
5. If the RES number "flips" between an eastern and western heading (ie. 290 and 070) this indicates a longitudinal crossing and the target is either due north or due south. (ie. from 280/350 to 010/080 target due north or from 190/260 to 100/170 target due south.)
6. A "flip" between 000 and 180 (or 180 and 000) indicates the helicopter is over the target. The survivors will fire a flare when they see you.
7. After landing and rescuing the stranded personnel, enter the "VOR" command on the onboard computer and the "NAV" instrument will give you the heading back to your base.

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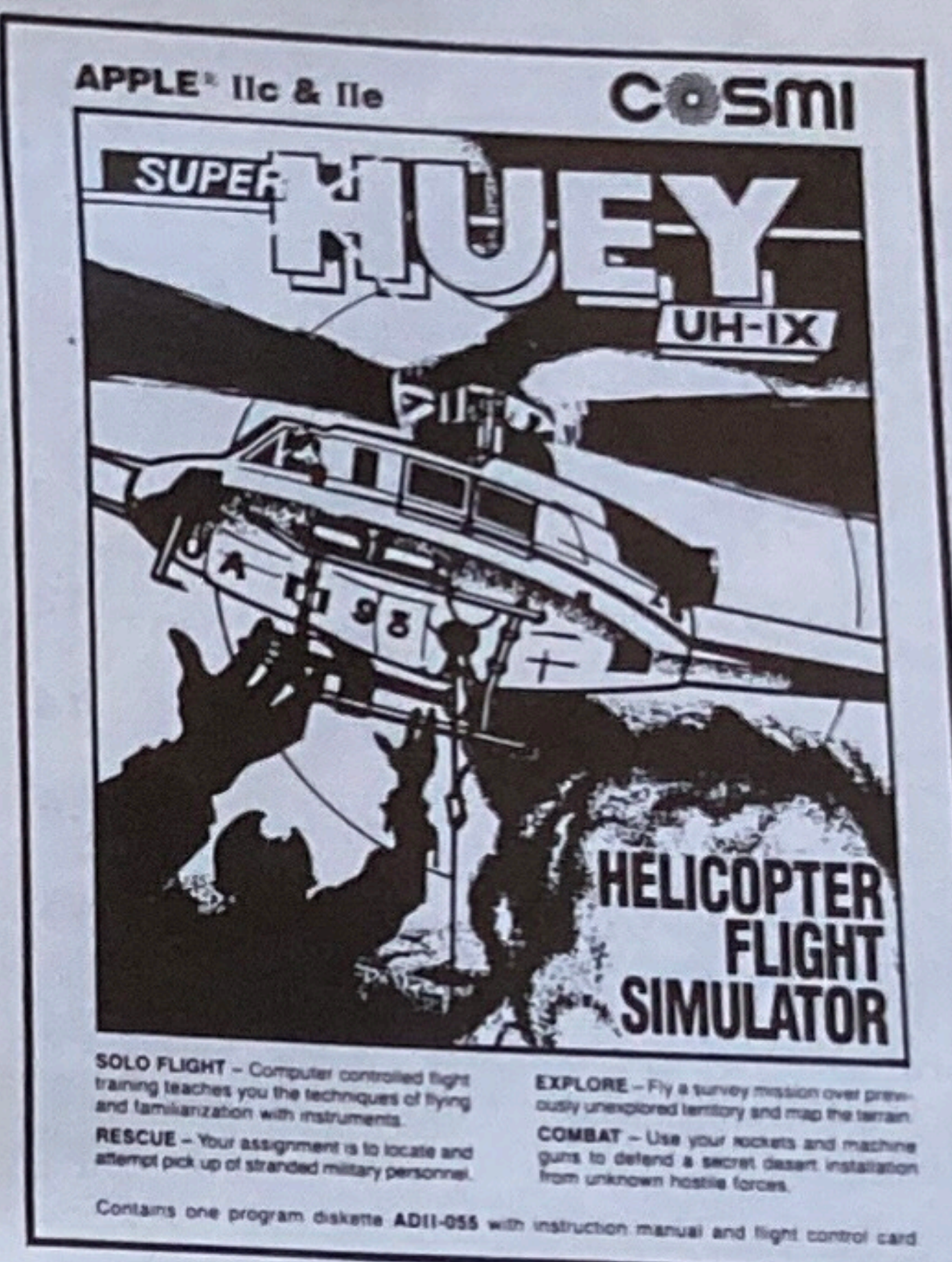

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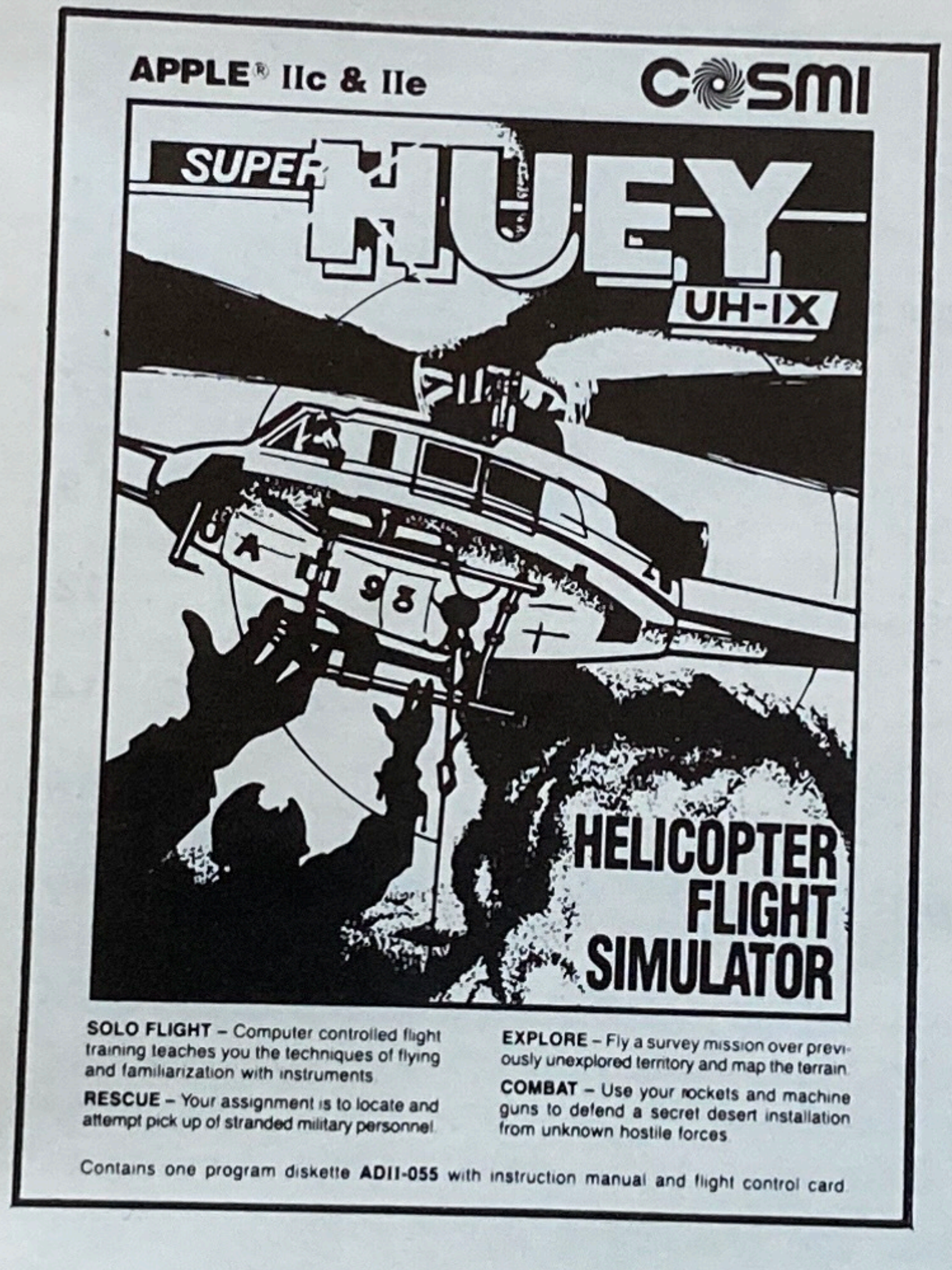

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GTK – Displays map grid for ground tracking based on Homing signal.

HOM – Drop a homing device that transmits directional signal to the navigation computer.

LAR – Load and arm rockets. At the LOAD prompt, enter numbers 1-4 to select the number of rockets loaded into the tubes. At the ARM prompt, enter numbers 1-4 to arm the corresponding rockets. The Fire Button is then engaged for firing.

MAC – Activate machine guns. The Fire Button is engaged.

POW – Turn on power.

SAF – Send coordinates when landing or during emergency.

RAD – Turn on Radar tracking without engaging weapons.

TRK – Displays grid for Radar tracking and targeting.

VOR – Activate VHF Omnidirectional Range reception for navigation.

VSI – Display digital vertical speed reading.

XXX – Cancel previous command input. (Not available on immediate action commands.)

STANDARD TAKE-OFF, FLIGHT AND LANDING PROCEDURES

1.) Turn on the computer (1). Enter ASN to select an assignment. Enter three-letter designation for mission. Standby for computer collating.

2.) Enter POW command to turn on power.

3.) Start the engine (2). Increase Throttle to bring engine RPM to 1600-1700.

4.) Engage Rotor clutch (3). Wait for rotor RPM to reach engine RPM. Monitor Oil pressure gauge and Carburetor gauge for normal operating levels. Also watch for high or low temperature levels.

5.) Increase throttle to build RPM to take-off speed (3000-3100 engine, 300-310 rotor).

Note: If helicopter has been previously operated, make sure collective pitch is at FULL LOW before increasing throttle.

6.) With engine at proper RPM begin to increase pitch with the control stick (collective South). As lift is attained, watch for wind drift and stability. Control position and heading with Rudder control (cyclic NW, NE, SW, SE). Continue to control pitch angle as necessary to obtain smooth vertical movement. Equalize lift to attain a stationary hover at 20-30 feet.

7.) Select heading with the rudder control and begin moving the control stick, in cyclic mode, forward (cyclic North). As some airspeed is achieved, add more collective pitch to go into a climbing forward attitude. Forward cyclic will increase RPM and back collective will maintain RPM due to a throttle link. It is most important to hold RPM at a constant rate during cyclic/collective adjustments. Also, forward cyclic will tilt the fuselage forward bringing the nose down. Hold the ship at the proper attitude with some back cyclic modification. Increase forward thrust and airspeed with the collective control rather than further cyclic control to maintain attitude but monitor the degree of pitch and manifold pressure to stay at safe levels. Keep in mind that holding the control stick too long in any position will result in over-controlling. Make adjustments small and gradual to achieve a steady and controlled rate of change.

8.) Bring airspeed to between 70 and 90 knots and continue climbing to at least 500 feet, a minimum altitude from which to make an autorotative landing in the event of engine failure.

9.) Once desired altitude is reached, decrease collective to a point of equilibrium to enter straight-and-level flight. Watch the Airspeed indicator and altimeter for steady and consistent readings.

10.) Once in straight-and-level flight, maintain altitude and airspeed with cyclic and collective control and hold your course with the rudders. Watch the magnetic compass for heading.

11.) To return to base, enter a full 180 turn with cyclic West or East. Watch the compass to follow your heading through the turn. Slightly BEFORE reaching your desired return heading bring the control stick back to center and begin leveling off.

12.) Begin the descent by gradually decreasing pitch. As altitude begins to fall, maintain airspeed with the cyclic control. Keep the rate of descent constant by collective adjustments. As the altitude reaches 100 feet, slowly begin to increase collective pitch to reduce vertical speed. Also begin applying back cyclic to “flare” the helicopter, bringing the nose up and further reducing the speed of descent. At 10-20 feet, go into a hovering attitude and bring the ship to 0 airspeed with the cyclic control. Adjust pitch to hover and then very gradually decrease pitch with the collective to lower the helicopter to the ground. Just before touchdown, add some degree of pitch increase to cushion the landing and once on the ground immediately decrease the pitch angle to the FULL LOW position.

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FLIGHT INSTRUCTION CARD

SUPER HUEY

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